



DEPARTMENT OF THE ARMY
HEADQUARTERS, III CORPS AND FORT HOOD
1001 761ST TANK BATTALION AVENUE
FORT HOOD, TEXAS 76544-5000

REPLY TO
ATTENTION OF

13 SEP 2006

AFZF-SAFE

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: III Corps Safety Council Meeting Minutes – 3rd Quarter FY06

1. The III Corps Safety Council meeting convened at 1330 hours, 24 July 2006, with LTG Odierno, CG, III Corps and Fort Hood presiding.
2. The council charts and these minutes are posted on the III Corps Safety website, <http://www.hood.army.mil/safety/>.
3. **CG's Opening Comments:** The bottom line is, we have to constantly be aggressive in Safety; off-duty, on-duty, and deployments, it is all about risk assessment and risk mitigation. Risk assessments must be at the lowest levels--unit commanders and noncommissioned officers understanding the hazards and mitigating the risks. We must constantly stay aggressive and challenge all leaders at all levels to conduct risk assessments and mitigate or eliminate the hazards. Also, as we continue to have combat tours, we must guard against getting into the mindset that we do not need to think "Safety" in combat. We have a great system in the Army. Unit commanders and NCOs at the lowest level must understand the risk assessment process, and most importantly, how to mitigate high risks.

4. PRESENTATIONS:

a. FORSCOM Accidental Fatality and Motorcycle Accident Reports.

Mr. Mel Kelder, Safety Director, presented an overview of the new FORSCOM requirements to report all accidental fatalities and all motorcycle and ATV Class A-C accidents. Division commanders will gather the information then call the III Corps Commander and send him an email with the information, then call GEN McNeil. Non-divisional units will contact the DCG for guidance, and then call GEN McNeil. The format and required information was provided.

CG's Comments: The CG directed Mr. Kelder to contact FORSCOM and see if this report can be sent in a document form instead of calling the FORSCOM Commander with each Class C (motorcycle & ATV accident). (Note: This action completed; the FORSCOM Cdr directed to continue calling until further notice)

FORSCOM also set the requirement to submit the status of unit commanders' completion of the Commanders Safety Course. Completion status will be reported quarterly through the chain of command to FORSCOM.

b. Fatality Review Board Implementation:

The 12 July 2006 Corps Commander's memorandum directs the implementation of the Brigade Command Sergeant Major fatality review board. The brigade CSM will chair the boards with NCOs within the brigade participating. The Corps CSM is invited. The board's charter is to identify accident causes, generate countermeasures, and share lessons learned. The board will meet within 28 days of the occurrence and issue a final report to the Corps CSM within 30 working days following the fatality. All brigade Soldiers will be briefed at the next weekend safety briefing.

CG's Comments: The CG stated that he wants a quarterly summary of these boards. The CG went on to say it appears to him there is a high incidence of NCOs involved in motorcycle accidents and with the increasing cost of gasoline, motorcycle use is going to increase. That demands the entire chain of command to stay focused.

c. Motorcycle Fatality AAR (13th SC(E)):

Service member was a young male Sergeant with no known disciplinary or driving infractions. Alcohol and fatigue are not believed to be involved. He was not wearing the required PPE although he had signed an operator's contract stating he would. It was discovered after the accident he had not registered his motorcycle on Post but had used his registered truck's decals on his motorcycle. He was also not licensed to operate a motorcycle. Those with him said they asked him to put his helmet on before riding. When leaving the group, he was popping wheelies and traveling at a high rate of speed. He was speeding when he lost control, left the roadway, struck some trees, returned to the roadway, and then was ejected from the motorcycle. He was pronounced dead at a local hospital. Ironically, the Soldier was on a funeral detail the day prior. As a result of this accident, the unit's POV and motorcycle inspection program prior to extended weekends/leaves has been reviewed and updated. A motorcycle mentorship program was developed to address the lessons learned from this accident.

CG's Comments: This was a young Sergeant who we're depending on to enforce standards, but he behaves in a radical, unsafe manner.

d. HMMWV Fatality AAR (7th ID):

This accident involved a Sergeant and a PFC, the only two occupants. The road and weather conditions were good. Skid marks indicated they were traveling with excessive speed for the roadway. When they realized they were going too fast, the driver tried to brake and lost control. Neither one was wearing a seatbelt and both were ejected. The vehicle rolled onto the Sergeant, causing his fatal injuries. The driver survived with minor injuries. No briefing or risk assessment was made on the mission. They knew

the standards, but chose to disregard/not enforce the standards. The excessive speed may have been a carry-over from the combat theater. Actions have been put in place to try to prevent events like this in the future.

CG's Comments: It's easy for a young officer who has not been in combat to listen to the NCOs' war stories and perhaps shortcut the standard. I believe we need to ensure our young Lieutenants are trained properly to maintain discipline and ensure adherence to standards. We also have more young Sergeants and Staff Sergeants because they're getting promoted faster now and they don't have the background yet. Senior NCOs and Captains need to step up and mentor our young leaders.

e. Sexual Assault, SAPRP (III Corps EO):

LTC Dave Stevens, Corps Sexual Assault Response Coordinator presented a brief on victim/perpetrator demographics in sexual assault crimes. The typical victim is a female, age 18-24, rank from E-1 to E-4. Leaders, especially at the company level, must include sexual assault when giving safety briefings to their Soldiers before weekend/holiday breaks. Incidents often happen during deployments because the predator is transient and chances of being caught are reduced. Leaders should visit the establishments where their young Soldiers frequent during their leisure hours. See what they're doing. Alcohol is often involved. Females leaving drinks unattended or going outside of an establishment while drunk are perfect victims. Seventy-three percent of victims know the perpetrator.

CG's comments: Leaders must take this seriously. Commanders and noncommissioned officers must set the proper environment. I ask commanders to review who has authority in these cases. Sometimes those within the unit have a hard time believing some of the accusations and sometimes it's better to be somewhat detached.

f. Open Discussion:

Fort Riley stated they are using a seatbelt convincer donated by the Kansas State University to help convince people to wear seatbelts.

Fort Sill stated they are experiencing heat related and redeployment issues.


MG Simmons stated that he has been informed some Soldiers riding motorcycles take off their PPE once they leave post. He stated it is punishable by UCMJ and when leaders see it, when possible, they need to make the on the spot correction. When not possible to make an on the spot correction or unsafe to do so, get their license number and report it to the MPs and/or the Soldier's chain of command.

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g. **Closing Remarks:** LTG Odierno stated of the 790 III Corps casualties from 2003-2006, 309 or 39% were NOT KIAs, but due to accidents. Bottom line: We are losing too many Soldiers to accidental causes. It comes down to personal responsibility. Our job is to ensure the Soldiers understand this. Individual leadership is effective at all levels, and we as leaders need to enforce it. Safety is a commander's program.

FOR THE COMMANDER:

A handwritten signature in black ink, consisting of a stylized 'J' and 'A' followed by a long horizontal line ending in an arrowhead.

JOSEPH ANDERSON
Colonel, GS
Chief of Staff

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IAW FH Form 1853: A